





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

## CHAMPAGNE BITTERS.

AND  
CROWN SODA.

Before Tiffin.

## CHAMPAGNE BITTERS.

AND  
SHERRY.

Before Dinner.

## THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

WATKINS,  
LIMITED.

Chemists and Aerated Water  
Manufacturers.

Hongkong, 13th August, 1901. [741c]

## COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVORITE SUMMER COLLAR  
12 INCH "LEADER"  
BATH GOWNS  
OVERLAND TRUNKS.

Hongkong, 20th July, 1901. [671c]

## Insurances.

## "L'UNION"

FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed  
GENERAL AGENT for the above  
Company, is prepared to ACCEPT RISKS  
at current rates.  
Claims settled direct without reference to the  
Head Office.

A. R. MARTY,  
Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN AND CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1894. [13c]

## KELLY &amp; WALSH, LD.

ARDATH,  
THE HIGH CLASS SMOKING MIXTURE.

MANUFACTURED and blended from the VERY FINEST TOBACCOS Guaranteed  
FREE from all artificial flavourings and scents so injurious to health, but now so often  
found in Smoking Mixtures.  
Smokers will find the "ARDATH MIXTURE" delightfully Sweet and Cool, and, owing  
to its PURITY, the Tobacco will keep in GOOD condition in all climates.  
Modern scientific authorities declare "ARDATH" the Healthiest Tobacco.  
Packed in 1/2 lb Air Tight Tins MILD, MEDIUM and Full Strength, Price 90 cents per Tin.  
Hongkong, 12th August, 1901. [690c]

OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

## A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat  
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c., &c.  
Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

WILLIAM POWELL, LIMITED,  
GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

QUEEN'S ROAD CENTRAL.

Are now showing a Large and varied Stock of  
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.  
MILLINERY.

Latest London and Paris Fashions constantly arriving, inspection invited.

R. G. HECKFORD,  
Manager.To-day's  
Advertisements.

THE HONGKONG COTTON SPINNING,  
WEAVING AND DYING CO.,  
LIMITED.

ISSUE OF NEW SHARES OF \$10 EACH PAYABLE  
ON APPLICATION.

APPLICATIONS for 58,000 NEW SHARES  
will be received by THE HONGKONG  
AND SHANGHAI BANKING CORPORATION, on  
or before 3 P.M., on TUESDAY, the 27th  
August, 1901, upon forms which may be  
obtained either at the said Bank or from the  
Undersigned.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 14th August, 1901. [873c]

STEAM LAUNDRY COMPANY,  
LIMITED.

THE Company is now in a position to  
collect and deliver at Private Residences.  
Customers who desire our man to call for their  
washing will oblige by addressing the Under-  
signed.

F. G. ALLEN,  
Manager.  
Hongkong, 14th August, 1901. [870c]

WANTED at QUARRY BAY, EXPERI-  
ENCED EUROPEAN FOREMEN  
and OVERSEERS.  
Applications should be made in writing to  
the Undersigned accompanied by copies of  
Testimonials.

BUTTERFIELD &amp; SWIRE.

Hongkong, 14th August, 1901. [873c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship.

"THALES."

Captain Robson, will be despatched for the  
above Port, on FRIDAY, the 16th instant,  
at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LAIPRAIK & Co.,  
General Managers.

Hongkong, 14th August, 1901. [873c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship.

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the  
above Ports, on SUNDAY, the 25th instant.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 14th August, 1901. [1226c]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship.

"ANPING MARU."

Captain S. Atsumi, will be despatched for the  
above Port, on WEDNESDAY, the 28th instant,  
at Daylight.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 14th August, 1901. [1321c]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship.

"ATAKA."

Captain will be despatched for the  
above Port, on or about the 15th September.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 14th August, 1901. [1871c]

To-day's  
Advertisement.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship.

"PEKIN."

FROM HONGKONG AND STRAITS.

Consignees of Goods by the above-named  
vessel are hereby informed that their Goods  
are being landed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Goods not cleared by the 20th instant, at  
4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.

H. A. RITCHIE,

Superintendent,  
Hongkong, 14th August, 1901. [1c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS  
OFAERATED  
WATERS.

IN THE FAR EAST.

OUR FACTORIES are construct-

ed with every attention to the best

principles that sanitary science can

suggest; and our NEW FACTORY

at WEST POINT is the LARGEST

and BEST EQUIPPED in the FAR

EAST.

A perfect System of Filtration is

employed guaranteeing Absolute

purity.

The Machinery used is of the Latest

Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters-produced are of the

highest class and excellence; as testi-

fied by the best English makers.

A. S. WATSON &amp; CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 14, 1901.

## NOTES AND COMMENTS.

The Memorial to the Late Queen  
Victoria.

The weather was very much against the

meeting held to-day with reference to

Hongkong's contribution towards the Im-

perial Memorial to Her Late Majesty Queen

Victoria. But despite the very adverse

climatic conditions a large number of people

turned up at the Council Chamber, so large

indeed was the assembly that no more could

have been seated, and a very notable fea-

ture of the meeting was the great number of

Chinese present. In fact the Chinese were

represented quite as numerously as were

the Europeans. The speech of the Hon.

Dr. Ho Kai serves to show the reason of

the attendance of these Chinese gentlemen.

It seems that they wish to join in perpetu-

ating the memory of our late Queen as that of

a just ruler. Many of them are not British

subjects, but they still wish to put forward

their tokens of esteem. Surely no rule

could ask for better recognition than that

that aliens should thus come of their

own accord to show respect to a glorious and

beneficent reign. It is the queenly woman

and not the nation to which they pay this

token of esteem, and we Britishers, who were

her subjects, should value this tribute to our

late Sovereign at its true worth. We feel

sure that our British readers will join us in

thanking our Chinese fellow citizens for

their graceful act.

## The Tariff Question.

According to Reuter the delay in the

signing of the Protocol is due to an objec-

tion raised by England to Powers with no

microscopic commercial interests having a

equal voice with herself on the proposed

international tariff revision. It is quite

refreshing to see the British Government

last making a stand upon a commercial

question. Hitherto the cry has always been

equal rights and allow our merchants to look

after themselves, and we had grown to look

upon any idea of the Government taking

up any trade question as hopeless.

Nobody for a moment will be able to

argue that the contention of the British

Government is not a just one. We have

opened up the trade of China, both for our

own merchants and for those of other

Powers, and, despite the fact that other  
nations have aided their merchants through  
their consular services—while our consuls  
have looked upon merchants as necessary  
evils, to be snubbed and suppressed upon  
every possible occasion—we have grasped  
the greater part of the trade of China and  
still hold it. This being the case it seems  
to us that the foreign trade of China must  
be looked upon in the nature of a vast joint  
stock company, in which the various Powers  
hold shares represented by the volume of  
their trade. Hence this can be the only  
fair basis upon which to negotiate in the  
settlement of the tariff question. Those  
Powers who hold the largest interests in the  
trade should have the biggest voice in the  
matter, and those little states which have, as  
Reuter puts it, microscopic commercial in-  
terests, should be content for once to take a  
back seat. The question of tariff revision is  
a purely commercial one, and as such it  
must be conducted upon strict business lines.

We hope that the British Government will  
not allow itself to be bluffed out of its just  
demands. Doubtless the small Powers will  
fume and fret and talk of British greed, etc.,  
etc., but they must remember that they owe  
to Great Britain the small amount of trade  
which they now do with the Far East, that  
she has never stood in their way, but has  
worked exclusively for the open door and  
free competition, and has even refused her  
own merchants the help which other Powers  
have extended to theirs in fostering and pro-  
tecting their trade. If they only look at mat-  
ters in this light they cannot fail to take a  
sensible view of the matter, and be content  
with such a voice in the direction of  
affairs as the volume of trade which they  
have been enabled by British enterprise to  
build up justly entitles them to. It is  
perhaps too soon to begin to congratulate  
ourselves, but it really looks as if the con-  
tinued agitation of the China merchants for  
a little Government recognition was  
beginning to bear fruit. It has taken over  
half a century to accomplish this end, and  
now it is to be earnestly hoped that the  
matter will be pressed home and our Gov-  
ernment shown that Trade Interests are  
quite as important, if not more so than  
Diplomatic Interests. Diplomacy too often  
only shows its results upon paper, while  
successful trade leaves a far more tangible  
asset behind.

## REUTER'S TELEGRAMS.

## ENGLAND AND CHINA.

LONDON, August 12th.

The delay in the signing of the Protocol  
is due to England objecting to Powers with  
microscopic commercial interests enjoying an  
equal voice with herself on the proposed in-  
ternational tariff revision commission.

## LATER.

THE THIBETAN MISSION  
TO RUSSIA.

Lord Cranborne states that Count Lam-  
sdorff, Russian Minister of Foreign Affairs,  
has informed Sir Nicholas O'Connor that the  
Thibetan mission to Russia has neither polit-  
ical nor diplomatic significance.

## PARLIAMENT.

In the House of Commons, the Royal  
Title and Pacific Cable Bills have passed  
the second reading.

## WEATHER REPORT.

The Observatory report says:—  
On the 14th at 12.15 p.m. the barometer has  
risen on the China coast. Pressure is high  
over the Pacific in the neighbourhood of the  
Loochoos, and relatively low over S.W. China  
and the N.W. part of the China Sea. Gradients  
moderate for S.E. and S. winds on the coast  
and in the N. part of the China Sea. Forecast:  
—Fresh to moderate S.E. winds; squally,  
showery.

## LOCAL AND GENERAL.

We regret to learn that Mr. Olly Lang, son  
of Admiral Lang, died of typhoid at Swatow  
on the 12th instant.

We hear Sergt. Withers of the police, lately on  
duty at Government House, is transferred to  
the Central on promotion. We hope it is so, as  
he is a most deserving officer.

The Hon. Treasurer of the Alice Memorial and  
Nephrology Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—  
Colonial Government ..... \$300  
C. M. .... 5

SEARGENT MATOS of the Macao Police Force  
who arrived in Shanghai the other day in order  
to convey the youth Rozario, charged with  
forging a cheque on the Hongkong and Shang-  
hai Bank, to Macao, to be tried there, left  
to-day with his prisoner in the *Kwangchi* for  
Hongkong, says the *Mercury* of the 9th inst.

THE *China Gazette* of the 9th inst. reports:—  
The China Merchants steamer *Hsinfung*, which  
left Chefoo on 2nd inst. for Shanghai, got  
ashore at Dzao Shan and on the news arriving  
at the C. M. office yesterday, they have wired  
to Chefoo to despatch s.s. *Kwangchi* to the  
place of the accident and to take out all the  
*Hsinfung's* cargo.

It is proposed to give a grand concert on  
September 4th at the Volunteer Headquarters.  
All the local talent will be represented and in  
addition, the Grand Military Tattoo will be  
given. We have no information as to whether  
Dr. Doberck has been bribed for the occasion.  
If not, we strongly recommend the Volunteers  
to do so, otherwise they may be sure of  
"Volunteer weather."

THE Namhar forest, Assam, was the scene of  
a curious accident last week, says the *Asian* of  
23rd ultimo. At midnight on Wednesday a  
special train, travelling at a slow rate of speed,  
ran into a herd of eight elephants, two of which  
were knocked down, the collision causing the  
engine to be derailed. One of the elephants,  
a half-grown calf, made off apparently none the  
worse, but the other was badly injured and died  
during the night.

A most enthusiastic audience witnessed the  
farewell performance of the Australian Vaude-  
ville Co. at the City Hall last night. The  
various ladies of the Company were the recipi-  
ents of a great number of bunches and baskets  
of flowers, until the stage looked like a branch  
of Wyndham Street. We wish the troupe  
every success in Singapore and hope to see  
them again in Hongkong.

A MEETING OF THE COMMITTEE OF THE Typhoon  
Relief Fund, will be held to-morrow, the 15th  
inst., at noon, in the Council Chamber. His  
Excellency the Governor has consented to be  
present.

We note that our old friend "Captain" Mon-  
nier O'Sullivan is according to papers received  
by the mail, to be the guest of the Manchester  
Chamber of Commerce and to be in lecture on  
the China question. The O'Sullivan was the  
guest of many people here, sometimes as the  
captain of the *Victorious* or *Undaunted* and at  
others as a plain R.A. or R.E. officer. To us  
he was, among other things, an Intelligence  
Officer and the bosom friend of Joe Chamber-  
lain. He had a vast fund of information, both  
useful, useless and apocryphal and could  
make himself a most entertaining guest. In  
fact some folks found it difficult to part with  
him, if accounts be true.

ACCORDING to Sir Nicholas O'Connor, Count  
Lamsdorff says that the Thibetan mission to  
Russia has neither political nor diplomatic  
significance. This is certainly a very comfort-  
ing statement, but to us it bears too much of  
a diplomatic and political savour to be accepted  
without a grain of salt. The other day we  
were told that the same mission had not even  
a religious significance, and so what in the  
name of Fortune are these Thibetans doing?  
Perhaps they are nothing more than a party of  
Cook's tourists, or a bean feast, or a temper-  
ance demonstration. Can it be that they were  
merely travelling through Russia for pleasure  
and were all armed with alpenstocks and  
cameras? Perhaps Count Lamsdorff will next  
tell us what they really came for.

A BITTER attack was made on the N.S.P.C.C.  
at the West Bromwich Guardians' meeting  
lately by the Mayor, Mr. J. H. Cheshire, says  
a home paper. He declared that 17 children  
are now in the workhouse who have been  
admitted since April through the action of the  
society. Having seen the children, he consid-  
ered the statements made as to their condition  
simply atrocious. One woman who had been  
three times prosecuted by the society was now  
dead. (Laughter.) The action of the society  
was costing ratepayers £500 or £700 a year.  
Other guardians protested against the work  
of the society being interfered with, but Mr.  
Cheshire succeeded in carrying a resolution  
authorising all children admitted to the work-  
house through the action of the society to be  
brought before the relief committee.

A HOME paper of the 9th ult., says:—Mr.  
Justice Grantham is a proud man this morn-  
ing. The House of Lords has upheld his  
judgment. It is the case in which a firm of  
merchants originally brought an action against  
the commander of H.M.S. *Lafayette* on account  
of the seizure of ammunition in Persian waters,  
and destined for a Persian port. The captain  
of the *Lafayette* acted under a proclamation  
from the Sultan of Muscat, and in the Court of  
that potentate the cartridges were confiscated.  
Then came an action before Mr. Justice Gran-  
tham and a jury, who supported the *Lafayette's*  
captain, and then the merchant plaintiffs car-  
ried the matter to the Court of Appeal, who  
reversed that decision. Now the Lords have  
pronounced the legal "as you were," and Mr.  
Justice Grantham experiences all the novel  
and pleasurable sensations of finding his judg-  
ment restored. The effect of this decision by  
the supreme judicial body in this country is, of  
course, to maintain the Sultan of Muscat's  
absolute sovereignty. He had the power and  
he put it in operation, and therefore, though it  
is hard on the merchants, it should be gratify-  
ing to the Sultan.

## AT THE MAGISTRACY.

## OPIUM CASE.

Yeung Fat was fined \$500 for illegal posses-  
sion of opium. Unluckily for those interested,  
he elected to do two months instead.

## USEFUL FINES.

P.C. 29 E. Johnson is evidently determined  
to keep Blake Pier clear of obstructing sam-  
pans, and a very useful measure too. Two men  
were fined \$7 or 14 days at his instance this  
morning.

## WELL MERITED.

P.S. 38, A. Gordon, is to be congratulated in  
roving in the notorious Lo Yuk. Charged as  
a rogue and vagabond, Mr. Kemp sent him to  
gaol for two months' hard labour. Now per-  
haps he will work.

## IMPORTANT CHARGE.

Lau Kai Sheung was committed for trial for  
being found in possession of over 700 counter-  
feit coins. Detective Sergeant R. Smith's  
evidence was very conclusive, and Mr. Wilkin-  
son, on behalf of the defendant, reserved his  
defence.

## THE PLAGUE.

Number of cases reported (Chinese).....	1,533
up till noon of the 13th	Other Asiatics 51
August, 1901	Europeans..... 31
Number of cases reported	Chinese..... 1
during the past 24 hours	Other Asiatics 0
	Europeans..... 0

Total number of cases reported to date 1,616

Number of deaths reported (Chinese).....	1,498
up till noon of the 13th	Other Asiatics 34
August, 1901	Europeans..... 31
Number of deaths reported	Chinese..... 2
during the past 24 hours	Other Asiatics 0
	Europe



community would heartily join in supporting such a memorial and that they would contribute whatever they could towards perpetuating the memory of a sovereign whom all acknowledged was worthy of the utmost reverence, admiration, and respect. He did not think that any one class would be more ready to show their appreciation of the late Queen Victoria than her loyal Chinese subjects in Hongkong, which would doubtless be proved when the subscription lists came out by the amount of their subscriptions.

His Excellency the Governor then put the resolution to the meeting, and it was carried unanimously.

His Excellency then said that he hoped that the Committee appointed would do their utmost to expedite their labours in order that those responsible for the monument at home should know the amount of money at their disposal. He dwelt upon the fact that the different Colonies contributing were to be separately represented. He had no doubt but that the monument would be worthy of its object and he hoped that the artists responsible for its design would be equal to the occasion, for he had not the least doubt but that the people would supply all the funds necessary. His Excellency having thanked those present for their attendance, the meeting broke up.

#### WATER POLO.

R. W. F. will play R. A. 38th Co., S. D., in the second round of the Hongkong Water Polo Shield Competition to-day at the V. R. C. Kowloon, at 5.45 p.m. sharp.

#### DISSENTION IN THE N. Y. K.

It appears, says the *Japan Daily Herald*, that a section of the shareholders of the Nippon Yusen Kaisha are setting a movement on foot to introduce an amendment into the Company's regulations. It is said that their object is to increase the authority of small shareholders as against large shareholders by weakening the influence of such shareholders as Baron Iwasaki, the Mitsui, and the Imperial Household, and also to increase the Company's dividends to 25 per cent. They intend to call an extraordinary meeting of shareholders in September this year and a draft of the proposed reforms is now being prepared. The amount of the Company's capital is ¥2,000,000, the number of shares being 40,000, and it is necessary according to the Company's regulations to obtain the support of shareholders representing 88,000 shares, in order to call an extraordinary meeting. The reform agitators are endeavouring to obtain the support of other shareholders.

#### GREAT MEETING AT THE GUILDHALL.

A COUNTERBLAST TO PRO-BOER DEMONSTRATIONS. SCENES OUTSIDE.

The great meeting in the Guildhall for the confounding of our foes and for the emphasizing of the national spirit had a very sensible effect on the appearance of the City on the 10th ult. The enthusiasm really found its head when a procession, 300 strong, of stockbrokers marched from their City haunts to the meeting, bearing flags and exhibiting an appearance sufficiently warlike and impressive to quell the hearts of the stoutest Pro-Boer. But as far as one could judge, the Pro-Boer did not exist at all; if he did, he preserved an unusual degree of self-effacement, and his voice was not heard in the land. The procession, which formed the nucleus of the meeting and the core of the active demonstration, marched in as early as a quarter before one o'clock. From that time onward to two o'clock people flowed steadily into the meeting, and the junior and non-influential persons—the police exercised a nice discretion gathered in a dense mass in the Guildhall forecourt. That, however, is not to say that many persons who were neither junior nor influential were not in this outside crowd—for whom, presently, there was to be some special oratory—probably out of consideration for the weather, which certainly suggested an outside demonstration rather than one within walls.

#### QUIET AND ORDERLY PROCEEDINGS.

Incidentally, the meeting served to show that there is some going away from City traditions in the matter of head-dress. Of course the silk hat was there, but its sovereignty is no longer undisputed, and he reigns side by side with the more comfortable Panama.

The meeting in its external aspect was as unlike the Queen's Hall gathering as could well be imagined. There were no scurrilous or free fights without the doors, men passed in as freely and as easily as if they were going to church. The police were there in sufficient force, a string of them beneath the shadow of St. Lawrence, and more held in reserve in the City Summons Court and doubtless at their places, ready for any emergency, but their duties in the matter of the meeting to living courteous direction to such as needed it. In this connection it was curious to note the frequency of application for admittance which, unless backed up by a special ticket for the gallery, was invariably denied. Sometimes they pleaded very hard. Said one, "I have come all the way from South Africa, and was present at Colenso; don't you think it's hard I can't go in? Where is Sir John Robinson? Can't I see Sir John?" Another lady was very anxious to go in. "What's it all about?" she asked confidentially of the suave inspector. Disappointed of the meeting she contemplated a raid on the picture gallery, and was reduced to despair when she was told that that was closed to her, too—for the moment, at any rate. Approfs of this and other conversations even more queer, one of the best-known officials in the City remarked, "You know lunatics are coming to our station at the rate of two a day."

Whilst these scenes were occupying the stage, without the roar of cheering and the stirring strains of the band playing "Tommy Atkins" and other patriotic and national airs floated out upon the hot July air, and the Guildhall pigeons were rudely awakened from their afternoon nap on the ledges of the building.

Precisely at two o'clock, when the inside meeting began, speakers appeared at an improvised table covered with red baize, and fitted up in the doorway for the wing that houses the loan exhibition of pictures. Here Mr. Pierce Morrison, a City deputy, introduced Mr. Henderson, the Mayor of Kimberley, and he and other gentlemen harangued the crowd on the issues of the war and on the topic of settlement, in which it behoves every Englishman to be really interested. And outside the ring of hearers an old man was selling Union Jacks, ready to be waved when the proper moment came.

#### IN THE GUILDHALL.

More than an hour before the time fixed for the commencement of proceedings four or five thousand persons had assembled in the great hall. The platform was decorated with Union Jacks and Royal Standards, and the assembly, including members of the Stock and Exchange and Bank of England, the Baltic and the Shipping Companies, and the City authorities, waited for the opening of the meeting.

by cheering British Generals and hissing the names of those opposed to the war. At two o'clock the Lord Mayor, accompanied by the Parliamentary members of the City and headed by the bearer of a Union Jack, stepped on to the platform amid vociferous cheers. His lordship, who presided, said the meeting, which was neither a party nor a political gathering, was called in order that they might be able to give voice to their patriotic feelings. A resolution was submitted expressing the meeting's complete confidence in the South African policy of the Government, and protesting against the unpatriotic attacks of their opponents, which could only encourage the Boers to continue a hopeless resistance.

The speeches of Mr. Gibbs, M.P., and Sir Joseph Dinsdale, M.P., in proposing and seconding it were warmly cheered.—*Pall Mall Gazette.*

#### PRO-BOER MEETINGS ABANDONED.

##### PATRIOTIC DEMONSTRATIONS INSTEAD.

Between one and two thousand people assembled yesterday morning on Parliament Hill, says the *Pall Mall Gazette* of 8th ult., but at the last moment the Pro-Boer meeting was abandoned; none of its promoters putting in an appearance. They had previously applied for police protection, and a large force of constables were in attendance. A patriotic demonstration was hastily arranged, and after several speeches a vote of confidence in the South African policy of the Government, and in Lord Milner, was proposed, and carried without a single dissenting voice.

A dense crowd was present at Regent's Park in the afternoon, and by its size somewhat incommenced various temperance and other meetings in the vicinity, but good-humour and politeness were shown on all sides. The meeting was almost entirely choral. Just as "Rule, Britannia!" had been rendered for the fifth time, the Pro-Boers arrived, a trifle late. A gentleman named Mr. Parsons was announced as the first speaker, and promptly mounted a brown Windsor chair. He said "Oh!" and at this point the meeting closed. The gentleman descended somewhat hurriedly, partly owing to the chair having been drawn away from under him. The next moment things seemed to resolve themselves into a kind of glorified football scrimmage, with pack-keepers and Pro-Boers eddying in a human whirlpool. Wild and high above the uproar could still be heard the strains of "Rule, Britannia!" The speaker, however, managed to detach himself, and departed without undue ostentation. The other five Pro-Boers in Regent's Park were escorted to the gates under the protection of a bevy of keepers. A pleasing little incident of the affair was the whole-hearted way in which one of the party, an anemic-looking youth in pince-nez and a red tie, clung with both arms round the neck of a stalwart keeper, refusing to quit his embrace till deposited in front of a policeman outside.

#### BY THE MAIL.

(From Home Papers.)

#### The "Albion."

The *Albion*, battleship, Captain W. W. Hewitt, has arrived at Sheerness, and was to be officially inspected on 10th ult., and sail for Hongkong. She will be Sir J. Bruce's flagship. At her commissioned trial the engines worked well, but in one or two other respects the trial was not so satisfactory as could be desired, and it is expected to be repeated on her passage to Plymouth. In all respects she is fitted with the latest improvements in gunnery and machinery, and her internal fittings are of the most improved type. In addition to the usual economisers she is fitted with special evaporators for using up exhaust steam. The heat obtained from these is utilised to work the auxiliary machinery, whereby the consumption of coal is materially decreased and the efficiency of the boilers increased. She is also supplied with Marconi's wireless telegraphy apparatus. Altogether, the *Albion* has left Chatham a credit to the Dockyard and the nation.

#### Pattinson's Whisky.

The trial is proceeding of the brothers Robert and Walter Pattinson, managing directors of Pattinsons (Limited). Mr. Robertson Durham, chartered accountant, said the amount of inflation by fictitious entries in the books was £12,000 in two years and eight months. He gave evidence as to the twice selling of whisky with fictitious entries, bringing up the inflation of profits by these means to £22,000. He also spoke of the appropriation to prisoners' own purposes of £40,000 obtained from the Clydesdale Bank for Pattinsons (Limited), and as to the overvaluation of whisky stock by £27,000 for the year to March, 1898. James Greig, chartered accountant, whose firm granted the certificate of profits, said the balance sheet prepared from the books showed average profits of £22,000 for the six years prior to December, 1895, and £31,000 for the two years and eight months before that date. The price paid by the company for the business was £400,000, the goodwill being valued at £190,000.

#### Mr. Chamberlain.

Mr. Chamberlain, who attained sixty-five this week, says a mail paper, is amongst the youngest men in the House of Commons. He could very well pass for ten years younger in broad daylight and at times he looks positively youthful. The last two or three years have touched his locks with grey, but his figure is as slun and alert as ever. The Colonial Secretary is a striking proof of the truth that every man is a law unto himself. He boasts of never having taken any physical exercise, and walks only when it is impossible to ride. Yet he always appears to be in perfect "training." The neighbourhood of the house in Camberwell-grove, where he was born, has undergone many changes in the intervening years. The house, numbered 188, which was occupied for some years by the father of the Colonial Secretary, remains exactly as it appeared when Mr. Chamberlain knew it as a boy and attended the school, a few doors distant, in which Miss Pace—now a venerable lady, and still a resident in the Grove—was a preceptor.

#### Lady Swimmers.

Perhaps the coolest sight in London at noon on 10th ult. was the swimming-bath at the Bath Club, when the fourth annual competition for the Ladies' Challenge Shield was held. But the audience was restricted. Even the male band which last year played discreetly behind a screen was disestablished, and the crowding over Lady Constance Mackenzie's third victory was done, as Mr. Gilbert would say, by accomplished hens. Of gentlemen only the husbands, fathers, or guardians of competitors, together with impersonal officials, were admitted: and the eleven competitors appeared to have bugged but one white-haired parent or guardian. But the swimming-bath was crammed with ladies, who, in the comeliness of their figures, though the heat of the day and the spray of water combined to make the scene a sight to behold. Lady Constance Mackenzie reserves

her challenge shield, and gold medal. Miss Chaplin, too, who is a daughter of Mr. Henry Chaplin and a cousin of Lady Constance, carried off a minor prize.

#### The Naval Programme.

Somewhat late in the Session the naval programme for the year was announced in both Houses of Parliament. Both Lord Selborne and his immediate predecessor at the Admiralty accept the view that our Navy must always be equal to meeting, with a fair margin for safety, any probable combination of two hostile Powers. The new programme comprises, Mr. Arnold Foster said, three new battleships of 16,500 tons displacement, 20ft. longer than the *Formidable* class, with an indicated horse-power of 18,000, and 18 knots speed. It was proposed to add to the four 12in. guns which now form the normal armament of all the first-class battleships of the world, four 9.2 guns. The three new battleships are to be named *The King Edward*, *The Commonwealth*, and *The Dominion*. Six armoured cruisers are to be laid down, of 9,800 tons, 22,000-h.p., and twenty-three knots speed, and ten destroyers. Every effort was being made to wipe off shipbuilding arrears, and so rapid was the progress that the Admiralty would soon be able to add twenty first-class armoured cruisers to our effective fleet. By the end of the present year there are to be ready for sea three battleships of the *Cressy* class, four of the *Formidable* class, and two of the *Canopus* class. By June 30, 1902, there will be ready two *Cressys*, two *Formidables*, one *Monmouth*, and one *Drake*.

#### The Homeward Mails.

All receiving Far Eastern correspondence, says a home paper, have felt some inconvenience at the erratic manner in which the homeward mails seem to be received at present. With the exception of a German mail, which is never a very full mail—delivered on 1st inst., some two days late according to schedule time, we had no mail for a fortnight. The homeward French mail due in London on 3rd inst. was only received on 9th inst., or 24 hours after the English mail, which carried virtually a week's later advices. She had evidently had some accident—the nature of which we have not nearly all the way home. Added to this she landed a stoker at Port Said, said to be suffering from plague, and went to the Quarantine Station at Frioil instead of straight to Marseilles. The inconvenience of advices reaching thus may readily be seen. Nor is this the end. The German mail, due to-day, may reach to-morrow, but more probably on Monday, 15th inst. Then the succeeding French mail, due on 17th inst., is coming on by the *Natal*, which is expected to arrive on 18th inst. which should have taken the mails from her at Colombo, has had some accident in Australian waters and did not arrive at Colombo. The *Natal* is consequently bringing on the mails herself *via* Bombay, and cannot be here before 19th or 20th inst. And close on that mail we shall probably have the English mail, with the succeeding week's advices, on 22nd inst.

#### Conservancy of the Hwang-Poo.

The *Cologne Gazette* deprecates a proposal put forward in 1899 by the Shanghai Chamber of Commerce according to which a permanent local board should be established for the supervision of the Hwang-poo waterway. The board, as suggested by the chamber of commerce, would, as regards its composition, be mainly English, and to this the Rhenish organ objects and gives the preference to what it alleges is the proposal of the Ministers in Peking, according to which the Powers interested in the Shanghai shipping trade would each obtain an equal share of influence on the board. The Rhenish organ also thinks that the board should consist of expert engineers instead of mere honorary members, and that the cost of the station should be proposed by the North-German Lloyd, be defrayed by the Maritime Customs Office out of the proceeds of certain new tonnage dues, and not, as recommended by the Shanghai Chamber of Commerce, by a tax on all the settlements adjacent to the Hwang-poo and by an extra transit duty on all goods passing through Shanghai. The value of the preliminary exertions of the chamber of commerce in this matter is acknowledged, but it is pointed out that for 25 years no practical steps have been taken, and that it would be eminently desirable to endeavour to carry out without delay the German plan, which is said to be supported by the Peninsular and Oriental Company and by the Messageries Maritimes, as well as by the North-German Lloyd.

#### Loot! Loot! Loot!!!

Some interesting facts as to the current prices of curios from China may be gleaned from the catalogue of the Woodbury Gallery, 87, New Bond-street, where a collection of remarkable lot articles from Peking is on view. One valuable lot of eight pieces of pure jade taken from the Emperor's desk in the Forbidden City of Peking is priced at £45, while a bronze incense burner inlaid with silver and gold, used by the Emperor of China for devotional purposes, is considered a bargain for £50. For another remarkable bronze vase, 900 years old, inlaid with silver and gold, and used with its fellow as flower stands on either side of the Emperor's throne, the sum of £375 is asked, and for an imperial robe and collar, formerly the property of the Emperor, £225 is asked. A book from the Imperial Library, "subject, An Essay from the Emperor's pen on one of the Provinces," is valued only at £7.10s. The "loot," it seems, was "acquired by a newspaper correspondent from Russian soldiers," and its authenticity is guaranteed. The Russian soldiers—the useful scapegoat in this disgraceful episode—did their work apparently very completely.

Mr. Stevens has sold by auction the following items from Peking:—A long sable cloak, lined with blue, 30 guineas; a rich scarlet silk coat embroidered with flowers and birds, lined with yellow fox, 40 guineas; a piece of silk tapestry, about 10ft. by 5ft., worked with 105 figures of Buddha, 50 guineas. Many other rich garments were sold for lesser prices. A green jade sceptre, carved about 17 in. long, fetched 14 guineas. A piece of jade carving, with writing by the Emperor Kuenlung on the back, done when he conquered Kashgaria, £19 10s.

#### Dreyfus Case Illustrated.

The retired soldier, who is an illustrated edition of the Dreyfus case, has been offered an engagement by the ubiquitous American showman. If he will only lay bare his tattoos to an admiring public, there is a handsome living open to him. Possibly, however, the "cute American" will insist on the illustrations being brought up to date by a reference to the Dreyfus book, for instance. Anyway, it is a better offer than the one that preceded it—an offer for his skin. The unfortunate part is, he would have to die before he could take advantage of that. While all this competition is raging over his corpse, the poor old fellow is detained at the Paris Metropolitan Court, which cannot quite determine whether he is in his right mind or not. So it is conceivable that he will not be able to take advantage of either offer. The affair will have another victim.

**New French Submarine.**  
Another addition to France's submarines was made on the 12th ult., when the *Triton* was launched at Cherbougue.

The new boat, built at a cost of 617,000fr., is an improved form of the *Narval*—that is, a submersible vessel with steam engines fed with liquid fuel for her propulsion on the surface of the water. The *Triton* measures 110ft. 6in. in length, by 12ft. in diameter at her greatest girth, and has a displacement of 106 tons. The steam engines are of 217 h.p., and will give a speed of 12 knots. Her armament consists of four torpedo tubes, and she carries a crew of nine men and two officers. The Northern French fleet now possesses six of these mischievous creations, the *Triton*, according to her builders, being far the most powerful and deadly boat of the kind yet built.

A curious accident is reported from Toulon. Two of the torpedoes which are laid at the bottom of the harbour exploded with frightful violence. As a severe storm was raging at the time, it is thought that the electricity in the atmosphere in some way affected the wires which connect the torpedoes with the fleet. Fortunately no vessel was near the spot or a terrible catastrophe must have occurred.

#### Belgian Pro-Boerism.

The *Editeur* of Tuesday publishes the text of a violent proclamation which has just been published in Belgium, calling in vehement language upon the gallant Belgians to step in and stop the war against the oppressed Boers. It quotes, in the midst of much impassioned declamation, three remarkable letters which its authors profess to have read recently from three British soldiers who are still actually serving at the front. Here are the documents in question—

##### FIRST LETTER.

When we arrived at the spot where the enemy had passed the night we discovered some wounded Boers. We carried them into the mill and displayed no pity to them. All were shot. Five Boers, who had not laid down their arms, were taken prisoners. I was placed in charge of them and heard them praying, for they knew they would have to die the next day. At daybreak they were made to dig their own graves, and at nine o'clock two sections of my company came to shoot them.

##### SECOND LETTER.

Since we have been with our new general we have been very busy with farm-burning, the destruction of crops, and driving away of cattle. After Sunday six of us went with an Imperial officer to a very pretty farm and gave the inhabitants five minutes to get away with their property. There was an old grandmother, three married women, and a lot of children all weeping and begging us to have mercy. We refused, and the five minutes having elapsed, we burned the farm to the ground.

##### THIRD LETTER.

When the Boers perceived that they could not escape, they hoisted the white flag. But the troops had received orders to pay no attention to it, and to give no quarter. The Boers threw down their rifles and came towards our camp. We killed them. It was sheer butchery. The letters speak for themselves, and have no doubt been copied from some sufficiently ancient and garbled Pro-Boer source. The action proposed by the framers of the proclamation, in order to bring a nation of shopkeepers to its knees, is to boycott all British goods. "Do not buy any merchandise coming from England. Refuse English goods in the interest of civilization. War to the enemies of peace. *Vaunt les Boers!*" Thus ends this remarkable production, which is issued in the name of the "Vlaamische Kerels" of Brussels.

## NOTANDA.

#### CALENDAR.

##### AUGUST.

Meteorological means based on fifteen years' observations to 1895.  
Barometer ..... 29.755  
Thermometer ..... 81.0  
Humidity ..... 83  
Rainfall ..... 13.482

##### TO-DAY.

Barometer ..... 29.75  
Temperature ..... 78  
Humidity ..... 93  
Rainfall ..... 0.94

##### TO-MORROW.

Chinese—2nd of 7th moon of 27th year of Kwang-sui.  
Sun—Rises ..... 5hr. 26min.  
Sets ..... 6hr. 43min.  
Moon—New Moon ..... 4hr. 40min. a.m.  
High water—Morning ..... 5hr. 39min.  
Afternoon ..... 10hr. 37min.  
Low water—Morning ..... 1hr. 49min.  
Afternoon ..... 3hr. 16min.

##### ANNIVERSARIES.

1870—Seige of Metz commenced.  
1887—Steamer *Madras* lost off Taichow Island.  
1898—Edict abolishing spears and bows and arrows in the Chinese Army.  
1899—Collision between the *Scindia* and *Re-solute* in the Hooghli.

##### TO-MORROW.

Chinese—2nd of 7th moon of 27th year of Kwang-sui.  
Sun—Rises ..... 5hr. 26min.  
Sets ..... 6hr. 43min.  
Moon—New Moon ..... 4hr. 40min. a.m.  
High water—Morning ..... 5hr. 39min.  
Afternoon ..... 10hr. 37min.  
Low water—Morning ..... 1hr. 49min.  
Afternoon ..... 3hr. 16min.

##### ANNIVERSARIES.

1771—Sir Walter Scott born.  
1864—Defeat of the Confederates, in Mobile Bay, by Admiral Farragut.  
1871—Victoria Club established in Hongkong.  
1887—Typhoon tunnel pierced.  
1895—Loss of s.s. *Catharine* near Sydney.  
1898—Spanish Governor-General arrived in Hongkong from Manila.

#### AGENDA.

##### TO-DAY.

Cargo ex *Melpomene* subject to rent.

##### TO-MORROW.

E. & A. Co.'s steamer *Gulfride* leaves for Sydney and Melbourne.  
Noon—The steamer *Normida* will be despatched for Bombay *via* Singapore and Penang.  
5 p.m.—C. & M. Co.'s steamer *Diamante* leaves for Manila.

##### SATURDAY, 17th.

Noon—Half-yearly meeting of shareholders of Hongkong & Shanghai Bank at the City Hall.  
Noon—P. & O. Co.'s steamer *Ceromandel* leaves for Bombay and London.  
Noon—Public Auction by Messrs. Hughes and Co., at the Douglas Steamship Co.'s Wharf, of the Steam Launch *Tung Wah*.

**MONDAY, 19th.**  
Noon—Half-yearly meeting of shareholders of the Hongkong & Whampoa Dock Co., at the office of the Company.  
A. C. S. N. Co.'s steamer *Melpomene* leaves for Singapore, Colombo, etc.

**TUESDAY, 20th.**  
Extraordinary General Meeting of Preference Shareholders in the Great Eastern and Caledonian Gold Mining Co., at 14, Des Vaux Road, 12.15 p.m.

**WEDNESDAY, 21st.**  
O. S. K. Co.'s steamer *Maiduru Maru* leaves for Anping, *via* Swatow and Amoy.

**FRIDAY, 23rd.**  
3 p.m.—Public Auction of Leasehold property situated at Shaukiwan, by Mr. G. Lammert at his offices, Duddell Street.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

August 6th.  
Mr. E. E. Smallwood, Third Officer of the steamer *Thales*, has been promoted to Second Officer of the steamer *Halland*.

August 7th.  
Mr. A. E. Donnell, chief officer s.s. *Guthrie*, is transferred to the steamer *Eastern*, *vice* W. Caine Glynn, deceased.

August 10th.  
Mr. Skillen, late chief officer s.s. *Pelhi*, is promoted chief officer *Esmeralda*.  
Mr. J. H. McInnis, late 3rd engineer s.s. *Anping*, has been promoted 2nd engineer s.s. *Anping*.

Mr. W. H. Corsane is appointed 3rd engineer s.s. *Anping*.  
Mr. S. J. Payne, late chief officer *Chaysang*, has been promoted captain of the *Pechili*.  
Mr. A. A. Chambers from the *Yikang*, has joined the *Chaysang* as chief officer.

Mr. J. Rae, 3rd officer *Chaysang*, has been promoted 2nd officer of the *Kutawo*.  
August 12th.  
Mr. H. Schröder has joined the s.s. *Ljungan* as 2nd officer.

Mr. Attwood joins the *Haitan* at Amoy, temporarily, as 3rd officer.

## SHIPPING AND MAIL NEWS.

##### MAILS DUE.

English (*Parramatta*) 16th instant.  
Indian (*Catherine Apcar*) 19th instant.  
German (*Prinz Heinrich*) 20th instant.  
German (*König Albert*) 20th instant.  
Canadian (*Empress of India*) 20th instant.  
American (*Peru*) 22nd instant.

N. P. S. Co.'s steamer *Olympia* arrived at Tacoma from Japan and Hongkong on the 12th inst.

The D. S. S. & Co.'s steamer *Catherine Apcar* from Calcutta left Singapore for this port yesterday afternoon.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Dido* ..... at Kowloon Dock.  
*Solent* .....  
*Victoria* .....  
*Canton River* .....  
*D. J. de Austria* ..... Cosmopolitan.

PASSED THE CANAL.  
Outward—2nd August—*Hakata Maru*, *Indus*, *Trieste*, *Achilles*, *Kitai*, *Tytleur*, 6th August—*Benmar*, *Strasbourg*, *Freiburg*, 9th August—*Pyrhus*, *Langbank*, *Innereide*, 13th August—*Canton*, *Königsberg*, *Meyune*, *Preussen*.

Homeward—6th August—*Nürnberg*, *Radnorshire*, 9th August—*Glenagarry*, 13th August—*Præmetheus*, *Salacia*, *Wakasa Maru*.

Arrivals at Home—13th August—*Achilles*, *Benvorlich*, *Palatia*, *Wittenberg*, *Kiautschou*.

## Shipping.

##### Arrivals.

KWANG LEE, British steamer, 1,467, R. Lincoln, 13th Aug.—Shanghai 10th Aug, General—C. M. S. N. Co.  
WOOSUNG, British steamer, 1,109, J. Dowson, 13th Aug.—Shanghai 10th Aug, General—Butterfield & Swire.  
GLAVERING, British transport, 2,155, John Barker, 13th Aug.—Calcutta 31st July.  
KASHING, British steamer, 1,136, R. Sanderson, 14th Aug.—Cebu 9th Aug, General—Butterfield & Swire.  
CHOYSANG, British str., 1,194, G. H. Bowker, 14th Aug.—Canton 13th Aug, General—Jardine, Matheson & Co.  
ANPING, British steamer, 1,159, H. Barlow, 14th Aug.—Canton 13th Aug, General—C. M. S. N. Co.  
ITRIA, British transport, 5,252, C. Hugill, R.N.R., 14th Aug.—Calcutta 1st August.  
YAMAGUCHI MARU, Japanese steamer, 2,058, S. Yoshizawa, 14th Aug.—Yokohama 3rd Aug, General—Nippon Yusen Kaisha.  
PEKIN, British steamer, 3,957, F. J. Fox, 14th Aug.—Bombay and Singapore 8th Aug, Twist, Cotton and Various—P. & O. S. N. Co.  
DECIMA, German steamer, 794, Schlaikier, 14th Aug.—Saigon 10th Aug, Rice—Nam Wo.  
THALES, British steamer, 933, A. J. Robson, 14th Aug.—Fochow 10th Aug, Amoy, 12th, and Swatow 13th, General—Douglas, Lapraik & Co.  
NESS, British steamer, 1,963, W. Peart, 14th Aug.—Kutchinotzu 9th August, Coal—Mitsui Bussan Kaisha.  
NUEN TUNG, German steamer, 1,341, C. Schönberg, 14th Aug.—Sydney 16th July, General—Melcher & Co.  
MUTTRA, British transport, 2,085, D. C. Macintyre, R.N.R., 14th Aug.—Calcutta 2nd Aug, Government Stores—Government.

Clearances at the Harbour Office.  
*Taiyu*, German str., for Shanghai.  
*Chowhai*, German str., for Swatow.  
*Kunshan*, British str., for Singapore.  
*Woosung*, British str., for Canton.  
*Yuenyang*, British str., for Manila.  
*Kwanglei*, British str., for Canton.  
*Taihar*, British str., for Amoy.  
*Hanoi*, French str., for Hoihow.  
*Kongnam*, British str., for Canton.  
*Shirley*, British str., for Moji.  
*La Rhone*, French str., for Canton.

Departures.  
Aug. 14, *Taihar*, British str., for Vancover.  
Aug. 14, *Chowhai*, German str., for Swatow.  
Aug. 14, *Yamaguchi Maru*, Japanese str., for Yokohama.  
Aug. 14, *Kwanglei*, British str., for Canton.  
Aug. 14, *Kwanglei*, British str., for Canton.

Aug. 14, *Yuenyang*



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
YAMAGUCHI MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
KAMAKURA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
KAWACHI MARU.....	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
ROSETTA MARU.....	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd August, at Noon.
KASUGA MARU.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
HAKATA MARU.....	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.
KAGA MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept., at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MITHARA,  
Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 17th Sept., at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Oct., at Noon.

## THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 24th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 3rd August, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having Established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the Pacific Coast and Interior Points of U.S.A. to the ORIENT.

For further Particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

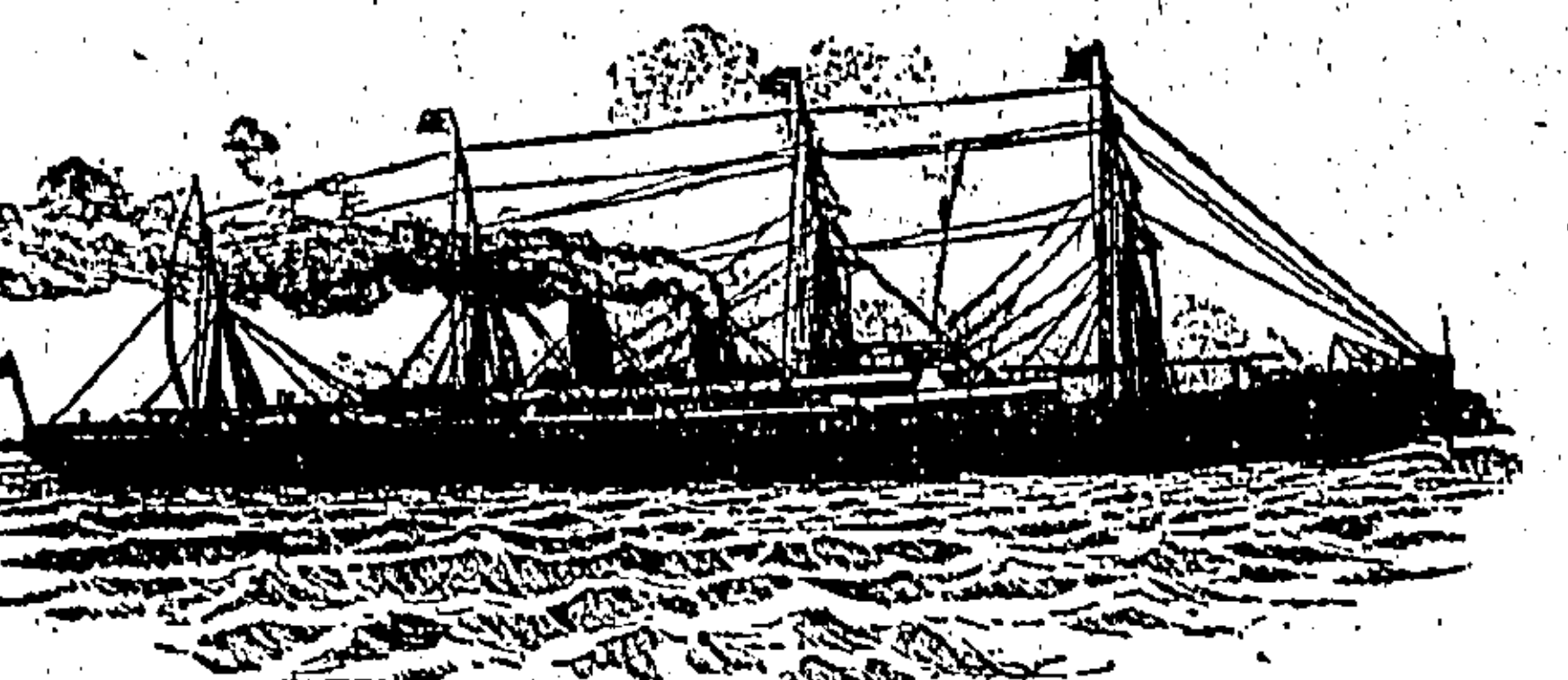
Hongkong, 10th July, 1901.

[793c]

[445c]

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.

THE O. & O. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 15th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

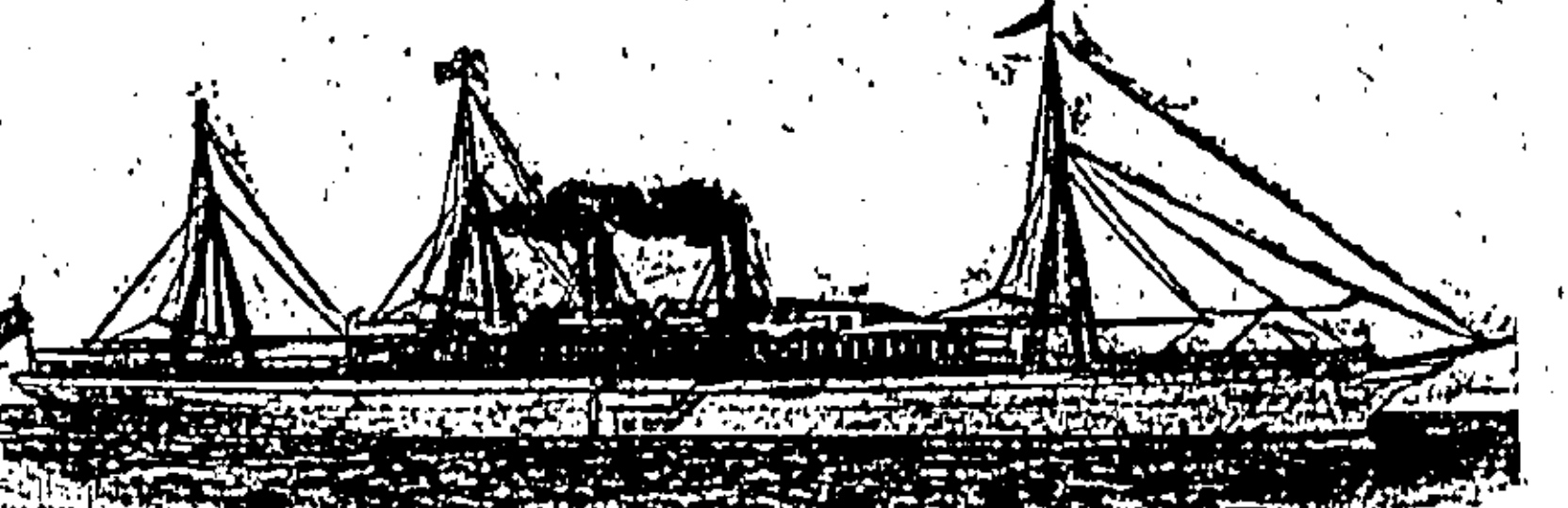
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100.—Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100.—U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 6th August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 28th August.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and in connection with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 7th August, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALEXANDRIA	HAVRE and HAMBURG.	27th Aug. Freight.
SIBIRIA	(Calling at SINGAPORE and PENANG.)	10th Sept. Freight and Passengers.
ANDALUSIA	(Calling at SINGAPORE and COLOMBO.)	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and PENANG.)	5th October. Freight.
ARAGONIA	(Calling at SINGAPORE and COLOMBO.)	19th Oct. Freight.
Forst	NEW YORK VIA SUEZ CANAL.	End of August or beginning September.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 7th August, 1901.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
TIENTSIN	"KWEIYANG"	17th instant.
NAGASAKI, KOBE and MOJI	"KASHING"	19th instant.
MANILA, ILOILO and Cebu	"SUNGKIANG"	20th instant.
NINGPO and SHANGHAI	"WUOSUNG"	20th instant.
SHANGHAI	"CHANGSHA"	24th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th August, 1901.

[51c]

OCEAN STEAMSHIP COMPANY.  
OUTWARDS.

FROM	STEAMERS.	DUL.
GLASGOW and LIVERPOOL	"OBESITES"	15th August.
"	"AJAX"	20th August.
"	"TYRUS"	26th August.
"	"BYRANUS"	31st September.
"	"ULYSSES"	12th September.
"	"AGAMEMNON"	19th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"PELEUS"	20th August.
"	"STENTOR"	3rd September.
"	"IDOMENEUS"	17th September.
"	"AJAX"	1st October.
LIVERPOOL (DIRECT)	"OBESITES"	about 15th September.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Eastern and Australian Steamship Company, Limited.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above TO-MORROW, the 15th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th August, 1901.

[798c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

## THE Company's Steamship

"CHINA,"

Captain A. Leva, will leave for the above places, on SUNDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 10th August, 1901.

[685c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, COLOMBO, MANILA, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

## THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above on MONDAY, the 19th instant, P.M., instead of as previously advertised.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 12th August, 1901.

[755c]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

## THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE-MITSUI BUSSAN KAISHA, Agents.

Hongkong, 7th August, 1901.

[226c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about 1 Sept. 15

## THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA, and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 14th July, 1901.

[71c]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

## THE Company's Steamship

"DIAMANTE," Captain J. Rattenbury, will be despatched as above on FRIDAY, the 16th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 13th August, 1901.

[869c]

## SAILING VESSELS.

FOR NEW YORK.

## THE 3/3 A. I. I. American ship

"I. F. CHAPMAN," having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 12th August, 1901.

[698c]

## FOR NEW YORK.

## THE 3/3 A. I. I. American ship

"MANUEL LLAGUNA," will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co.

Hongkong, 8th July, 1901.

[727c]

## To be Let.

TO LET:

A HOUSE in RIFON TERRACE.

BLUE BUILDINGS, No. 3, 2nd Floor.

"THE RETREAT," MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

[209c]

## TO LET.

(From 1st August next).

## NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG,

85, Queen's Road Central.

Hongkong, 17th July, 1901.

[761c]

## TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

[709c]

## TO LET.

GODOWN—No. 5A, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 31st July, 1901.

[822c]



## FRENCH INDO-CHINA.

The *Temps* says that a French steamer is engaged in laying a cable between Amoy and Thuan-an, Indo-China. Another cable will soon connect Amoy and Waidowstock, and messages will be able to reach Paris from the Far East over the Trans-Siberian and Danish lines and avoid British lines entirely.

The Administration of Posts and Telegraphs at Marseilles sent two telegraphists by the last French mail steamer to take up duty at the station of Tsimshu, and has nominated two others, whose destination will be Amoy; they will leave very shortly. These cableists are intended to work the new Amoy Annam line. Speaking at Rouen, M. Doumer, the Governor-General of Indo-China, avowed that the object of France in conquering and annexing was to capture the Chinese market. In itself, Tong-King is worth very little. But it has great commercial value by reason of the easiest trading route to Western China passing through it. Rouen, which formerly had only a tenth of the trade in cotton goods, now possesses, M. Doumer said, 97 per cent. of the trade. Subsequently M. Waddington pointed out all these goods were measured in yards and not metres, and thought that what had been changed in Madagascar could also be done in Indo-China. M. Doumer replied that the latter place was older settled, and had got into more fixed grooves from which it was hard to change them. Madagascar being an island, and isolated, it was easier to work modifications. He also alluded to the Yunnan Railway Question. It was the plateau of Yunnan, he said, that dominated the Yangtze Valley, and he went on to ask his audience to cast their eyes upon a map. The Asiatic Continent, he said, was barred across by the chain of Himalayas. There were only two points of penetration—Afghanistan and Yunnan. It is not that sufficiently indicate the interest France had in pushing their commercial activity in that direction?

## MASTS FOR YACHTS.

Since the collapse of the masts of the yachts *Shamrock* and *Constitution*, following a similar catastrophe to the *Columbia*, several ingenious suggestions have been made for strengthening these huge steel spars.

It is generally agreed that wooden masts in these yachts would not have broken and that the steel mast is really weaker than the wooden one. But it is almost impossible to get wooden spars big enough for these huge yachts, and hence builders have been driven to steel.

One suggestion is that nature in the bamboo can solve the problem, and that steel masts should be made like the bamboo, in compartments, with rounded corners inside.

Another suggestion is that the masts should be supported inside with steel disks riveted at regular intervals, these disks being further strengthened by steel rods running crosswise up and down inside the mast.

In repairing the mast of the *Constitution* a riveter crawled inside the spar and there helped to hammer in the rivets, which gives a fair idea of the width of these tubes.—*Exchange*.

## A VALUABLE INVENTION.

From New York comes the report that Mr. Edison has invented a new electrical storage battery one-third the weight of those now in use. The essential innovation, according to the advocates, is the substitution of iron and nickel for copper and cadmium, with the result that where it has taken hitherto 150 lb. of storage weight to hold one horse-power of energy, he can now effect the same end with a weight of 53 lb. Mr. Edison, though a man of science, but an inventor, as he described himself, has a wonderful instinct for perceiving the thing that is most wanted. The storage of power is the want of the age. There are practically only two forms in which it can be conserved. One is in materials of combustion, mainly coal, which present Nature laid by for us in the earth's cellars millions of years ago. The other is in the form of electricity; and electricity is pre-eminently the means by which we can store power derived from any other source. In 1897 a correspondent in South Africa pointed out that the sunshine of the veldt or the desert could be turned into mechanical energy the moment cheap and light accumulators were invented. The energy of sunlight poured in vain every day on Sahara would supply the entire moving force required by all the engines of Great Britain. Wind, running water, tides, and waterfalls may all be yoked to the car of industry. The *Electrical Review* points out that the development of the motor car, electrical propulsion for ships, and especially torpedoes—so long as war continues—possibly the construction of flying machines, may all depend on our power to transform the at present wasted forces of the world into electricity, and to hoard it for future use. Mr. Edison is a sanguine man, but if he is right, he can store his horse-power within a battery weighing only a hundred-weight, and this is a big step. It is not very optimistic to believe that the day may be approaching when a ton of "storage" will be worth more than a ton of coal.

## IMITATION GEMS.

Every precious stone is now successfully imitated. Artificial diamonds have been made for more than 100 years, the process being first discovered by a German named Strass, and the peculiar kind of glass that bears his name exactly resembles the diamond when cut. Strass is nothing more than rock crystal, to which borax, arsenic, potash and other chemicals have been added. The ingredients when thoroughly pulverized and sifted are placed in a crucible and subjected to enormous heat in a furnace. The melting occupies from twenty to thirty-five hours, and skill is needed to see that the proper temperature is maintained so the strass comes out cloudy and utterly useless. At the expiration of that time the crucible is removed and placed in a chamber, where the heated atmosphere is permitted to gradually cool and solidify the strass, which is then ready to be cut as required. Exactly the same process is followed in making emeralds, except that large proportions of fine white sand and green oxide of chrome are melted into the strass. Opals are by far the most difficult stones to imitate; indeed, it is only within the last decade that they have been successfully copied with the aid of electricity and solution of silicates.

Everyone is aware that when real diamonds are cut a quantity of fine dust is given off which is apparently valueless. But lapidaries collect the sweepings from the tables and sell them to the makers of artificial gems at \$20 per pound. These purify them with an acid that destroys everything but the pure diamond dust. This is mixed with another acid and placed under enormous pressure, which results in sheets of diamond dust as thin as paper being given off. The facets of the sham stone are then covered with transparent cement and a layer of diamond "paper" laid upon them. When dry the false jewels, veneered with the real dust, are so similar to the genuine stones that they are often set in pure gold, for no one but an expert can detect the difference, and then only with the aid of a powerful magnifying glass. This is the most expensive artificial gem made.

## AMERICAN PRISONERS FROM THE BOER WAR.

[AMERICAN MAIL CABLE.]

NEW YORK, July 7th.

A special to the *Herald* from Washington, says: Americans fighting in the Boer armies endure captivity until the close of the South African war. Great Britain has declined to release an American now confined in the island of Ceylon, and this refusal will probably prove a bar to further presentations by the State Department on behalf of Americans captured as belligerents in South Africa. The test case was that of a naturalized American named Morgan, who claims residence in Virginia.

Lord Milner, British High Commissioner in South Africa, disapproves of the release of foreigners who fought with the Boers. He has announced that a person who serves as a belligerent with the Boer forces loses his nationality and must be treated as an enemy. This view is concurred in by the legal officers of the State Department.

The department is satisfied from investigations made by American Consuls and British authorities that all reports that the British are ill-treating their prisoners are without foundation. The only hardship that Americans captured in South Africa will have to undergo will be that of confinement until hostilities cease.

## LONDON CABBIERS.

HIT BY THE QUEEN'S DEATH, THE WAR, AND THE TUBE.

With the end of this week the London cabman's season closes, and after Saturday he is entitled to pay a shilling less to the proprietor of his cab, says the *Morning Leader* of Wednesday, July 10th.

This week he is paying 16s. a day for a first-class cab and two horses. Next week he will only pay 15s. a day, and the daily rate will fall a shilling every week until the minimum of 12s. is reached. That price continues for nine weeks, when the tariff goes up again.

Said Mr. Fred Simmons, the president of the London Cabdrivers' T.U., to a *Morning Leader* representative yesterday: This season has been one of the worst the men ever remember—in fact, it would be more correct to say that there has been no season at all. There are many reasons for this—the Queen's death and the war, the Tube and the increased use of the telephone.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Athkinson A. Mullins, J. H.  
Atkinson, Miss I. Mehta, Miss S.  
Angus, W. Mias, A.  
Abern, J. McGill, W. E.  
Alexander, M. R. McCracken, W. R.  
Anderson, W. H. Miller, R. E.  
Alves, J. M. S. Meurice, M. F.  
Burke, Miss Monev, R. J.  
Bennett, E. F. McLean, A. E.  
Bayley, P. Miller, O. H.  
Bayle, C. B. Marshall, C. W.  
Baies, H. Merchants Despatch &  
Budge, J. Transportation Co.  
Barton, Miss A. C. Mills, S.  
Bishop, W. C. Maupang, W.  
Brattain, R. C. Mills, S. C.  
Bernardo, Mr. M. Maxwell, J. F.  
Braun Mitchell, W. T.  
Blavernichte, H. Marrie, A. D. O.  
Blavard, Miss F. McIntosh, J.  
Baret, Mr. McAuliffe, J.  
Bender, H. Norton, R.  
Bowie, A. J. Nicholson, H. J.  
B. H. Mr. & Mrs. Niven, J.  
Bracther, Hy. Oswin, A.  
Burke, Rev. P. G. O'Brien, F.  
Burger, L. W. Olivier, The Hon.  
Branscom, Mrs. H. A. Oronio, S. E.  
Babonneau, M. Palmer, W. B.  
Carlton, P. Painter, Rev. T. W.  
Carrington, Miss Palmer, C. D.  
Cameron, Miss Paoli, S.  
C. & R. Pont, O.  
Crammer, R. B. Parks, W. J.  
Carlton, L. G. Peterson, W. J.  
Carles, A. G. Polakoff, M. M.  
Chambers, G. B. Queen, S.  
Chinnachole, G. N. Remedios, Mrs. F. M.  
Christolun, J. I. Reid, J. C.  
Craddock, H. E. Rouget, J.  
Deas, W. P. Ridgway, T.  
Deering, A. L. Rennick, Mrs. F.  
Deor, C. L. Robinson, C. T.  
Dredge, T. F. Rouch, S. C. L.  
Douglass, Mrs. M. E. Rozario, F. M.  
Esposito, E. Raine, Miss P.  
Eschautier, P. Rousell, M.  
Foot, Capt. F. Roshchild, O. F.  
Forest, Miss A. Reid, J. G.  
Forster, Dr. Robinson, C.  
Fitzsimmons, C. A. Reble, M.  
Flaming, Robinson, Miss.  
Franklin, Miss L. Rosa, E. de  
Ciffin, C. Richardson, W. N.  
Grandi, H. Sawyer, N. F. G.  
Gye, H. W. Sparrevoth, F. G. P.  
Genahre, J. Snyder, R.  
Gorcke, A. Seattle Iron Metal Co.  
Girard, A. V. Seattle H'ware Co.  
Gairford, Mrs. S. Sig, J. R.  
Gale, Mrs. E. H. Shakoov, A. C.  
Galbailh, J. E. Shaffer, S.  
Grieve, A. J. Sternmarte  
Hall, E. A. S. Singh, C.  
Hall, E. A. S. Simpson, J.  
Heil, H. B. Silva, S. de  
Handid Stephen, Miss G.  
Harston, Carl Takmakoff  
Halcott, H. Thompson, P. H. W.  
Hermann, H. Taylor, C.  
Heaton, T. Thomas, Mrs. J.  
Huffmann, Mrs. W. A. Ting, Mrs.  
Hannan, J. W. Turkey, H. H.  
Hawes, Dr. Towall, R.  
Jackson, J. G. Valentine, A.  
Jarvey, W. L. Varney, Miss L. W.  
Jones, W. L. Vass, Capt.  
Johnson, J. Williams, D.  
Johnson, Rev. H. G. Waller, J.  
Kirk, Dr. R. Watts, Mrs. F. W.  
King, G. G. Wallace, F.  
Korster, Mrs. O. W. Walter, R.  
Knight, H. Warren, C. N.  
Koh, M. Westcott, R.  
Kohn & Co. Walker, W. B.  
Lee, Miss D. Wilcox, G. A.  
Loret, P. Willis, A.  
Lopez, Dr. Whinnab, T. C.  
Laura, A. Weber, D. E.  
Lester, P. P. Weissmann, B.  
Lester, D. Walker, H. W.  
Little, Mrs. A. Watson, S.  
Lives, R. T. P. Williams, J.  
Liblain White, Capt. H. S.  
Medical Office Young, E.  
Mantley, T. Zulau, F.

## List of Registered Covers in Poste Restante.

Andrews, Wm. Karan Ilaht  
Abbas Khan. Kahim Bakash  
Ameer Shah. Kumura  
Angudha, M. S. Kala Singh  
Brown, B. Kohen, E. A.  
Brund, F. (2) Kallah Singh  
Brimble, Capt. A. L. L. Singh  
Bortolo, B. Liton, G. (London)  
Bobal Singh. Mohamed  
Beveral, Bonifacio. Mirza Sadig  
Bomanjee & Co. Mahieu, A.  
Campbell, Capt. Merceki, Mad.  
Crane, E. H. McGill, Major H. S.  
Cruz, M. B. (Tientsin)  
Calt, J. T. Mackie Miss S. F.  
Cowie, T. Sydney. Martin, H. J.  
Cameroh, A. B. Mohamed, F. Khan (2)  
Cushing, E. B. Marsh, Capt. P.  
Calo, R. de. Naud Singh  
Dios, R. A. de. Noble, James  
Eduarte, E. C. H. Nar Singh  
Ella, J. (2) Preston, B.  
Fox, F. Passantino, Z. (2)  
Folins, G. (Singapore). Petchizelles, H.  
Fernandez, V. P. Pekin Railway, Chief  
Gujor Singh, I.P.C. 647. Engineer.  
Gunda Singh. Roberts, J. (2)  
Gleick, M. Rivero, John  
Gomes, J. G. Sultan Mahomed  
Graves, W. Sahib Hajee, C. F.  
Caunt, C. F. Shant, Capt.  
Hall, J. L. Sammel & Co.  
Hall, Capt. F. (2). Steamer, J.  
Hoashi, J. Skelly, Capt. (2)  
Haynes, J. Train, B. L. (New York)  
Herman Singh (Singapore).  
Haport, W. Victoria College,  
Hamlin, Mrs. G. Director of  
Holecek, Mrs. R. Whitton, Mrs.  
Haidar Khan, I.P.C. 779. Mrs. M.  
Harrison, S. W. West Singh  
Ikbaluddeen. Waryam Singh  
Jeannot, G. (2). Willis, A.  
Jeevan Singh, I.P.C. 716.  
Julian, A. Wertheimer, Mrs. B. J.  
Kahn, R. Weymouth, Capt. E. G.  
Kemper, A. C. (London). Zuhik, J. M.  
Zuhik, J. M. Zuhik, J. M.

## List of Registered Covers for Merchant Ships.

S.S. Assov. G. Nazimovich.  
"Atlas". M. Rickinson  
H.M.S. Harfleur. Capt. Moore.  
S.S. Changsha. J. W. Holland.  
"Ducation". J. Garbutt.  
"Elite Narsack". J. McCarthy.  
R.M.S. E. of Japan. H. Cooper.  
S.S. Erica. Capt. Zindel.  
"Haitan". R. Olsen.  
"Haling". A. E. Tiltson.  
"Helsing". Scragg Humar.  
U.S.S. Isla de Luzon. C. Renton.  
U.S.S. Isla de Luzon. W. Lynch.  
S.S. Kasking. Capt. Sanderson.  
"Looak". L. Brandt.  
"Manuel Laguna". E. Nielson.  
"Mute". J. P. Waller.  
"President". R. B. Connor.  
Transport Penarth. J. Charles Smith.  
U.S.H.S. Relief. Chas. McFeely.  
"Relief". J. H. Miller.  
"Relief". P. Schneider.  
S.S. Shantung. H. S. Clifton.  
"St. Dunston". Leop. Piringer.  
"Sui Tai". A. Nene.  
"Ula". R. O. Lloyd.  
Transport Wright. S. Croft.

## List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos. Nijewoo Chiong.  
Beckerstein. Pitman.  
Bruff Comedy. Shuichichong.  
Butler Duncan Pigtail. Takmakoff.  
Chingchiao. Trienfat.  
Chingchiao (2 telegrams). With.  
Chunhangchang. Wood.  
French. W. Lee.  
John Wheeler. Yabumoto.  
Kahing. Yuenhopai.  
Konghin. Yuenmow.  
Konguenheng. 5233, 3266, 3964, 2875.  
Konguenheng. 1311, 2950 (Wiggon).  
(Two Telegrams). Tai, West Point.  
Kwongchancheng. 6436.  
Lester Werthman. 3458, 4713, 5002, Kan.  
Lester Kaye. Hok Chau.  
Locheengkee. 0903 Yuenhopai.  
Meade. 1,089, 1,459.  
Nghuyen Thanh. 0,006, 3,883.  
Norton. 1,759.

## For Sale.

## FOR SALE.

THE German Steamer  
"MUENCHEN"  
4,536 tons gross, 2,855 tons net,  
as she now lies in the COSMOPOLITAN DOCK  
at Kowloon, Hongkong, in damaged condition,  
with all her gear, tackle, engines, boilers,  
machinery and appurtenances now on board.  
For Particulars and Inspecting Order, apply to  
MELCHERS & CO.,  
Agents,  
NORDEUTSCHER LLOYD.  
Hongkong, 28th June, 1901. [679c]

FOR SALE.  
SEVERAL MODERN BOOKS on En-  
gineering Subjects.  
For List, apply  
"STEAM,"  
C/o The Hongkong Telegraph.  
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.  
A COTTAGE PIANO by BORD, of PARIS,  
Three years old, in Excellent Condition.  
For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 27th May, 1901. [595c]

NOW READY.  
THE  
SPECIAL DESCRIPTIVE  
AND  
STATISTICAL EDITION  
OF THE  
"HONGKONG TELEGRAPH."  
TEN PAGES.  
PRICE 50 CENTS.

THOSE desirous of obtaining copies should  
order early, as only a limited number  
has been struck off and a Second Edition can-  
not be printed.  
The Special Edition will be mailed to any  
address on receipt of 50 cents to cover cost  
and postage.  
Hongkong, 28th May, 1901.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions  
from The Captain Superintendent of  
Police to Sell by  
PUBLIC AUCTION,  
ON  
FRIDAY, the 16th August, 1901,  
at 11 A.M.,  
CENTRAL POLICE STATION.  
33,400 CARTRIDGES for small arms, 8,200  
EMPTY SPORTING CARTRIDGE CASES,  
3,400 PERCUSSION CAPS (small boxes),  
88 REVOLVERS, 138 PISTOLS, 40 WIN-  
CHESTER RIFLES, 870 RIFLES, (Muskets  
and Carbines), 7 FOWLING PIECES, 3  
CWT. of NIPPLES for Muskets, a quantity  
of BAYONETS, 116,455 CARTRIDGES for  
Rifles, Revolvers, &c. (stored in cases at the  
Government Depot, Stonecutters Island), 371  
MUSKETS, 12 CARBINES, 48 RIFLES,  
4 PISTOLS, 8 OFFICERS' SWORDS,  
233,150 ROUNDS of CARTRIDGES for  
small arms, and 3 cases CARTRIDGES for  
small arms, (stored at the Government Depot).  
CONDITION OF SALE.  
The above will be sold only to those who  
hold licences to deal and trade in arms and  
10 those having licences to carry or possess arms.  
TERMS:—As Usual.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 8th August, 1901. [854c]

## PUBLIC AUCTION.

THE Undersigned have received instructions  
to Sell by  
PUBLIC AUCTION,  
FOR ACCOUNT AND RISK OF THE CONCERNED,  
ON  
SATURDAY, the 17th August, 1901,  
at NOON,  
alongside of THE DOUGLAS S.S. CO.'S WHARF,  
PRAYA CENTRAL,  
THE STEAM LAUNCH  
"TUNG FAT".

Built under Foreign superintendence, is  
certified to be in first-class order and condition.  
Only a few days out of the hands of Messrs.  
BAILEY & MURPHY, Engineers, &c., &c., who  
have given her a thorough overhaul; is re-  
metalized, &c., &c.  
Suitable for towing purposes; and is fitted in  
European style.  
Length, 65 feet; Beam, 11 feet 6 inches;  
Depth, 6 feet 3 inches in centre.  
The Launch is open for inspection alongside  
DOUGLAS S.S. CO.'S WHARF every day until  
time of sale.  
TERMS:—As Usual.  
For further particulars, apply to  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 13th August, 1901. [866c]

## BY ORDER OF THE MORTGAGEES.

## PUBLIC AUCTION.

MR. GEO. P. LAMMERT will Sell by  
PUBLIC AUCTION,  
at his OFFICES, DUNDRELL STREET,  
on  
FRIDAY, the 23rd August, 1901, at 3 P.M.  
THE VALUABLE LEASEHOLD  
PROPERTY,  
situate at  
SHAUKWAN in the Island of Hongkong,  
consisting of  
Shaukiwan Lots Nos. 18, 19, 20, 21, 22, 23, 125  
and 385, which are held as to Lots Nos. 18, 19,  
20, 21, 22, 23, and 125 for the residues of  
several terms of 999 years and as to Lot No.  
385 of the residue of a term of 71 years.  
Particulars and Conditions of Sale, may be  
obtained from  
Messrs. DEACON & HASTINGS,  
10, Queen's Road Central,  
Vendor's Solicitors,  
or  
Mr. G. P. LAMMERT,  
The Auctioneer.  
Hongkong, 8th August, 1901. [853c]

## Consignees.

## NOTICE.

CONSIGNEES OF CARGO per Steamship  
"DORIC."  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 9th August, 1901. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MAZAGON."  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.  
This vessel brings on Cargo:—  
From Persian Gulf, ex B. I. S. N. and B. & P.  
S. N. Co.'s Steamers.  
Goods not cleared by the 16th instant, at 4  
P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 10th August, 1901. [5]

## NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU"  
FROM CHEFOO.  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods  
from alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 10th August, 1901. [4]

## Intimations.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDIN-  
ARY HALF-YEARLY MEETING of the  
SHAREHOLDERS in this Corporation will be held at CITY HALL, Hongkong, on  
SATURDAY, the SEVENTEENTH DAY of  
AUGUST next, at NOON, for the purpose of  
receiving the Report of the Court of Directors,  
together with a Statement of Accounts to 30th  
June, 1901.  
By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, 30th July, 1901. [814c]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the RE-  
GISTERS of SHARES of the Cor-  
poration will be CLOSED on SATURDAY,  
the 3rd of the 17th day of August, (both days  
inclusive), during which period NO Transfer  
of Shares can be registered.  
By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, 30th July, 1901. [815c]

## UNIVERSAL TRADING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL  
MEETING of SHAREHOLDERS in the  
Company will be held at the COMPANY'S  
OFFICE, No. 4, Des Voeux Road Central, on  
SATURDAY, the 17th instant, at 12 o'clock  
NOON, for the purpose of receiving the Report  
of the General Manager, together with a State-  
ment of Accounts to 30th June, 1901, declaring  
a Dividend and electing an Auditor.  
The TRANSFER BOOKS of the Company  
will be CLOSED on TUESDAY, the 13th  
to SATURDAY, the 17th instant, (both Days  
inclusive).  
By Order of the Board of Directors,  
THOS. L. ROSE,  
Secretary.  
Hongkong, 25th July, 1901. [790c]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY  
MEETING of SHAREHOLDERS of the Company,  
Queen's Buildings, Connaught Road, on  
MONDAY, the 19th August, at 12 o'clock  
(NOON), for the purpose of receiving the  
Report of the Directors and the Statement of  
Accounts to the 30th June, 1901.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 5th to 19th August,  
both Days inclusive.  
By Order of the Board of Directors,  
THOS. L. ROSE,  
Secretary.  
Hongkong, 25th July, 1901. [790c]

## GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

## (IN LIQUIDATION).

AN EXTRAORDINARY GENERAL  
MEETING of the PREFERENCE  
SHAREHOLDERS of the above-named  
Company will be held at the COMPANY'S  
OFFICE, No. 14, Des Voeux Road, on  
TUESDAY, the 20th of August, at 12.15  
o'clock P.M., when the SUBJUGATED RESO-  
LUTION, which was passed at the Extra-  
ordinary Meeting of Preference Shareholders  
held on the 20th of July, 1901, will be submitted  
for confirmation as a SPECIAL RESOLU-  
TION, viz:—  
That in lieu of making a Call, the Pre-  
ference Shareholders do accept the pro-  
posal of the Liquidator to divide the  
available assets among them.  
The Liquidator,  
M. BENNECKE.  
Hongkong, 4th August, 1901. [837c]

## HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY  
MEETING of SHAREHOLDERS will be held at the Company's Hotel, on WEDNES-  
DAY, the 21st August, 1901, at NOON, for the  
purpose of Receiving a Statement of Accounts  
of the Company to the 30th June, 1901, with  
the Report of the Directors, and to discuss any  
matter that may be competently brought before  
the meeting.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 21st  
August, both days inclusive.  
By Order of the Board,  
C. MOONEY,  
Secretary.  
Hongkong, 10th August, 1901. [858c]

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 121  
of the Articles of Association, the General  
Agents have this Day declared an INTERIM  
DIVIDEND of 5% for the Half year ending  
30th June, 1901, on the Paid-up Capital.  
DIVIDEND WARRANTS PAYABLE on  
SATURDAY, the 24th August, will be issued  
to Shareholders on Application.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 24th  
instant, both Days inclusive.  
JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 12th August, 1901. [867c]

## DROZ &amp; Co.,

## WATCH MANUFACTURERS.

STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.  
SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNARD, &c.  
REPAIRS OF WATCHES and CLOCKS  
by competent European experts at  
Moderate Rates.  
No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901. [526c]

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

## JEYES FLUID

AVOID ALL RISK OF OUTBREAK  
OF ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1901. [37]

## Sanitary Board.

## OWNERS OF HOUSES situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 31st day of AUGUST, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date.

The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsim Sha Tsui.

By Order,  
G. A. WOODCOCK,  
Acting Secretary.

Sanitary Board Office,  
1st August, 1901. [832c]

## BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years com-  
mencing from the 1st January, 1902, as herein  
below described:—

OPIMUM. The sole right to import, manufac-  
ture and sell raw Opium, Chandu and Opium  
Dross in British North Borneo and Labuan.  
SPIRITS. The sole right to license the man-  
ufacture and sale of such Wines and Spirits as  
are usually consumed by Chinese and other  
Asiatics, and the right to issue licenses to sell  
Wines, Beer and Spirits under Notification  
dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and  
license others to keep Pawn-broking  
Establishments.

GAMBLING. The sole right to keep and  
license the keeping of Gambling Houses.

(1) These tenders must be sent under sealed  
cover to reach Sandakan by noon on the 31st  
day of October, 1901, and must be addressed  
to the Secretary to the Governor. The words  
"Revenue Farms" must be written on the  
outside of the envelope.

(2) The Laws and Regulations governing these  
Farms can be seen on application at the  
Office of Messrs. Guthrie and Co., Singapore,  
Messrs. Gibb, Livingston and Co., Hong-  
kong, of the *Malay Mail* at Kuala Lumpur  
and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to  
those in the Straits Settlements.

(4) The Gambling Regulations are similar  
to those in the Malay States.



